

All Flight Crewmembers

Flight Crewmember Flight Time, Duty Period Limitations, Off Duty Requirements, and Reserve Scheduling Restrictions.

(Formerly FAR Part 135, scheduled and unscheduled, and FAR Part 121)

- (a) No air carrier may schedule any flight crewmember and no flight crewmember may accept an assignment for flight time under any part of the Federal Air Regulations on behalf of any certificate holder, if that crewmember's total flight time on behalf of any certificate holder will exceed:
 - (1) 1,000 hours in any calendar year;
 - (2) 100 hours in any calendar month;
 - (3) 30 hours in any 7 consecutive days;
 - (4) 8 hours between required off duty periods.
- (b) A flight crewmember is not considered to be scheduled for flight time in excess of flight time limitations, if the flights to which he is assigned are scheduled and normally terminate within the limitations but due to circumstances beyond the control of the air carrier (such as adverse weather conditions), are not at the time of departure expected to reach their destination within the scheduled time. This paragraph does not allow the extension of any duty period.
- (c) No air carrier may schedule any flight crewmember and no flight crewmember may accept an assignment for duty:
 - 1) For more than 14 hours if the duty time is contained totally within the consecutive time period 0500-0259, inclusive, based upon the crewmember's domicile time.

In all other cases the maximum duty time will be 12 hours.

 - 2) The maximum duty period shall be reduced by 30 minutes for each flight segment in excess of 8 segments in a duty period.
- (d) No air carrier may assign a flight crewmember and no flight crewmember may accept an assignment for duty:
 - 1) without an off duty period, immediately preceding the duty period, of at least 10 consecutive hours if the duty time is contained totally within the consecutive time period 0500-0259, inclusive, based upon the crewmember's domicile time. In all

other cases the minimum off duty time preceding a duty period will be 12 consecutive hours.

- 2) The off duty periods required under subparagraph 1, above, may be reduced in actual operations due to circumstances beyond the control of the carrier by one hour. If the off duty period is so reduced, the minimum subsequent off duty period must be increased by one hour, and the maximum length of the subsequent duty period must also be reduced by one hour.
 - 3) An off duty period of between 18 and 30 hours shall require the sum of the abutting duty periods to total 20 hours or less.
- (e) Each air carrier shall relieve each flight crewmember from all duty for at least 24 consecutive hours during any 7 consecutive calendar days.
 - (f) No air carrier may assign any flight crewmember and no flight crewmember may accept assignment to any duty with the air carrier during any required off duty period.
 - (g) Time spent in transportation, not local in character, that an air carrier requires of a flight crewmember is considered part of the duty period.
 - (h) Reserve: To provide an adequate, predictable and protected off duty period to a flight crewmember on reserve status, flight crewmember reserve status shall be subject to the following:
 - (1) A "standby reserve" is a flight crewmember who is required:
 - (a) to be at a location specified by the air carrier; or
 - (b) to report to a location specified by the air carrier in less than 2 hours notice.Time spent subject to (a) and/or (b), above, is considered time on duty.
 - (2) An "on-call reserve" is a flight crewmember who is required to report to a location specified by the air carrier on notice of 2 hours or more.
 - (3) The total sum of (a) on call reserve time and, (b) duty time shall not exceed 16 hours if the duty time is contained within 0500 to 0259 domicile time, inclusive; and 14 hours in all other cases.

For purposes of calculating on call reserve time, the time period 0001 through 1000, domicile time, shall be excluded, providing the flight crewmember is not contacted by, or required to contact, the air carrier during such period. An operator complying with this paragraph need not comply with paragraph 4, below.

- (4) An operator complying with paragraph (3) may also choose one of these options. If one of the following conditions is satisfied, an on-call reserve shall be considered off duty until report at a location specified by the air carrier:
 - (a) The air carrier shall provide each on-call reserve at least 8 consecutive hours off duty time in any 24 consecutive hours. The off duty period may not shift more than 3 hours domicile time earlier or later than the preceding off duty period, nor may it shift more than 8 hours in any 7 consecutive days. At a minimum, the air carrier must inform the flight crewmember at the beginning of each 24 hour period on reserve as to when the 8 consecutive hour off duty period will occur.
 - (b) A minimum of 10 hours of advance notice of assignment, and the flight crewmember is released to off duty. Only one 10 hour advance notice of assignment time can be given in any 24 hour reserve period.
 - (c) Scheduled flight time to which the reserve is assigned is contained totally within 0600-0000 domicile time (inclusive). If an air carrier complies with this paragraph, it may assign a flight crewmember to flight time which is scheduled to occur during the period of 0600-0000 hours, domicile time, subject to the flight time limitations and off duty requirements of this section.
- (5) Certificate holders must prospectively assign flight crewmembers to a specific (standby or on call reserve) assignment and once so assigned, may not switch the type of reserve assigned without an intervening off duty period.

DEFINITIONS

For Inclusion In FAR Part 1

Duty period: that period of time during which a crewmember performs any function assigned by the certificate holder. This includes, but is not limited to, preflight duties, postflight duties, flight duties, training, office work, and Standby reserve.

Off Duty Period: a time period free of all restraint for duty for a certificate holder and free of all responsibility for work or duty should the occasion arise. An off duty period must be assigned prospectively.

Flight segment: a single flight consisting of one takeoff and one landing.